

The New York Times

MID-WEEK PICTORIAL



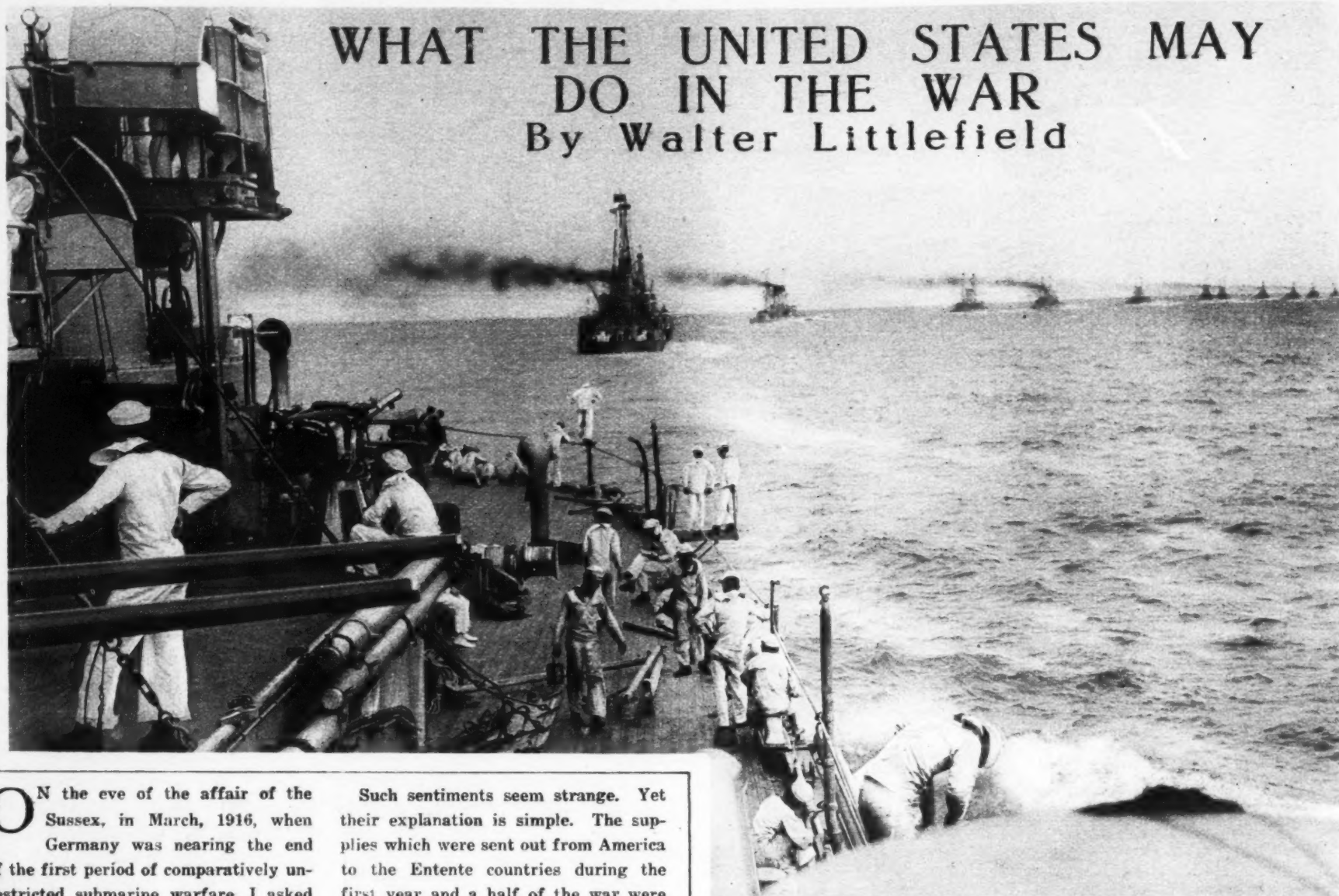
THE BREAK WITH GERMANY.

New York naval militiamen guarding the piers of Brooklyn Bridge from possible damage by bombs.

(© American Press Association.)

WHAT THE UNITED STATES MAY DO IN THE WAR

By Walter Littlefield



ON the eve of the affair of the Sussex, in March, 1916, when Germany was nearing the end of the first period of comparatively unrestricted submarine warfare, I asked a member of the Entente corps diplomatique at Washington whether his military colleagues had debated with the War Department the measures to be taken in case hostilities should ensue between the United States and Germany. He replied both frankly and positively that no such debate had taken place.

Then came the sinking of the Channel steamer, the Washington warning, and threat to break off diplomatic relations of April 18, and Germany's reassuring but qualified reply of May 4; and the same question was put to the diplomat. This time his answer was neither frank nor positive. It was evasive.

It may be assumed that the reasons why Germany conducted her submarine warfare from May 4, 1916, till Feb. 1, 1917, in a manner, according to the laws of nations and the dictates of humanity, were known at Washington long before they were publicly announced by the Imperial Chancellor before the Committee of Ways and Means of the Reichstag, on Jan. 31. And if known, it is impossible to imagine that steps have not been taken to meet the present emergency, whatever the diplomatic outcome.

During the first eighteen months of the war every crisis which strained the diplomatic relations between Washington and Berlin was regarded with the keenest anxiety in the chancelleries of London, Paris, and Petrograd, while the press of these capitals unhesitatingly declared that while American sympathy and individual aid was a precious, even a vital, boon to the Allies the participation of the United States in the struggle was anything but desirable—might even prove temporarily and locally disastrous to the cause. Our rapidly augmenting dispute with Mexico was viewed with similar misgivings.

Such sentiments seem strange. Yet their explanation is simple. The supplies which were sent out from America to the Entente countries during the first year and a half of the war were of vital value, and if the United States became engaged in war it would be inevitable that she would need these commodities herself and place an embargo on them. Besides, no plan had been formed by which the land and naval forces of the United States could act to the best possible advantage against the chief enemy of the Entente.

Now it is different. The workshops of the Entente, long since properly mobilized, have overcome all dangers of emergency; are even piling up products for the war's future normal consumption. The high cost of American-made munitions has even caused a curtailment in exportation of former indispensables. And when the break came the news was received with intense satisfaction, mingled with eager expectation, in every capital of the Entente. It is probably known there just what the United States will do and how her action will supplement or substitute that of the Allies, or to what extent it may be independent, yet always working for peace along the lines laid down by the Allies.

In the event of war there is no need to speculate as to what would be the action of one nation under conditions which no longer obtain. In the present circumstances the United States has no need to provide against invasion. Germany is isolated and at a distance. The only arm she can direct against the United States is the submarine. This would be directed against the commerce of the nation.

A cautious and not altogether selfish procedure, therefore, would be to concentrate all national energy against this arm, in such a way that it may be swept from the paths of commerce, and thereby provide a way to furnish the Entente armies with supplies of food, clothing, and munitions, no longer as customers but as allies; and, in a like manner, to furnish men if desired. It is quite certain that, with the disappearance of neutrality here, individual and corporate enterprise and volunteer enlistment, preparation, and organization would adequately reinforce the Allies without the Government being obliged to mobilize the industrial and man-power of the country.

Such a line of action presupposing a

The Atlantic fleet in line of battle photographed from the deck of one of the battleships.

(© Underwood & Underwood.)

war of annihilation to be conducted against the submarine, would be quite sufficient to cause Germany, in her present needs of the necessities of life, to open negotiations for peace. For this line of action, ever augmenting, ever accelerating, would be capable of almost infinite development. Germany could not many months withstand its increasing pressure. Indeed, the serious declaration of its intention accompanied with successful results might bring about the desired end.

While American inventive skill and power of application working with a practically inexhaustible supply of material were concentrated upon the destruction of the submarine, it is natural to suppose that naval strategists with similar equipment would attempt to solve the one problem of the war, which even Great Britain has so far left severely alone—the German fleet behind Heligoland, which by means of the Kiel Canal can concentrate its entire strength in a few hours, either in the North Sea or the Baltic. Besides, behind Heligoland, at Cuxhaven, Brunsbüttel, Bremerhaven, and Wilhelmshaven are the principal home bases of the submarines. It is inconceivable that the service which produced a Cushing and a Hobson should not request and require that the opportunity be given it to solve this problem.

There is hardly a doubt that the United States Navy, after a few weeks of invention, after a few weeks of experimentation will be able to solve both the submarine and Heligoland problems. This is said with a pretty clear idea of British resources; but also with a full knowledge of the limits of British initiative, and the rivalry which, almost to the point of mental and physical asphyxia, exists between the officers and men trained to the big ships of force and those trained to the little ships of stealth. The exploits of a British submarine in the Golden Horn and at Cuxhaven are written large on the records of the Admiralty. They had no successors, however.

I once asked a British naval officer why they did not send relays of trawlers chained to one another at a distance of one or two hundred yards to clear the mine fields of Heligoland, thereby making an open path for torpedoes and a safe approach for the big ships whose guns are known to out-range the German by two or three miles. Even enough trawlers might survive the mine field to block the inner passage, behind which German warships have been photographed revealing them packed like sardines in a box.

"But, you see," he said with characteristic intolerance, "that sort of thing has never been done."

In the event, however, of the Netherlands or Denmark, or both being drawn into the war, through the ravages of the German submarine, or forced into it by an invasion of their respective territories a larger and more immediate action on the part of the United States would be called for. And it would be a rôle which the United States would be utterly unable to play for months—the sending of large organized bodies of troops abroad to take part in the defense of these countries, whose occupation by Germany would prolong the war long after her last submarine had been sunk and Heligoland rendered inoperative.

This contingency, however, is so remote that its possibility has only to be mentioned and then dismissed as extremely improbable.

In regard to the third of the three M's of war—men, munitions, and money—the co-operation of the United States could be of incalculable value. As pointed out by a New York international banker now in London, this aid would flow not only from raising new loans but from guaranteeing and standardizing those now in existence. In his opinion the active co-operation of the United States with the Entente Allies would put their financial status on a basis that would make a quick ending of the war possible.

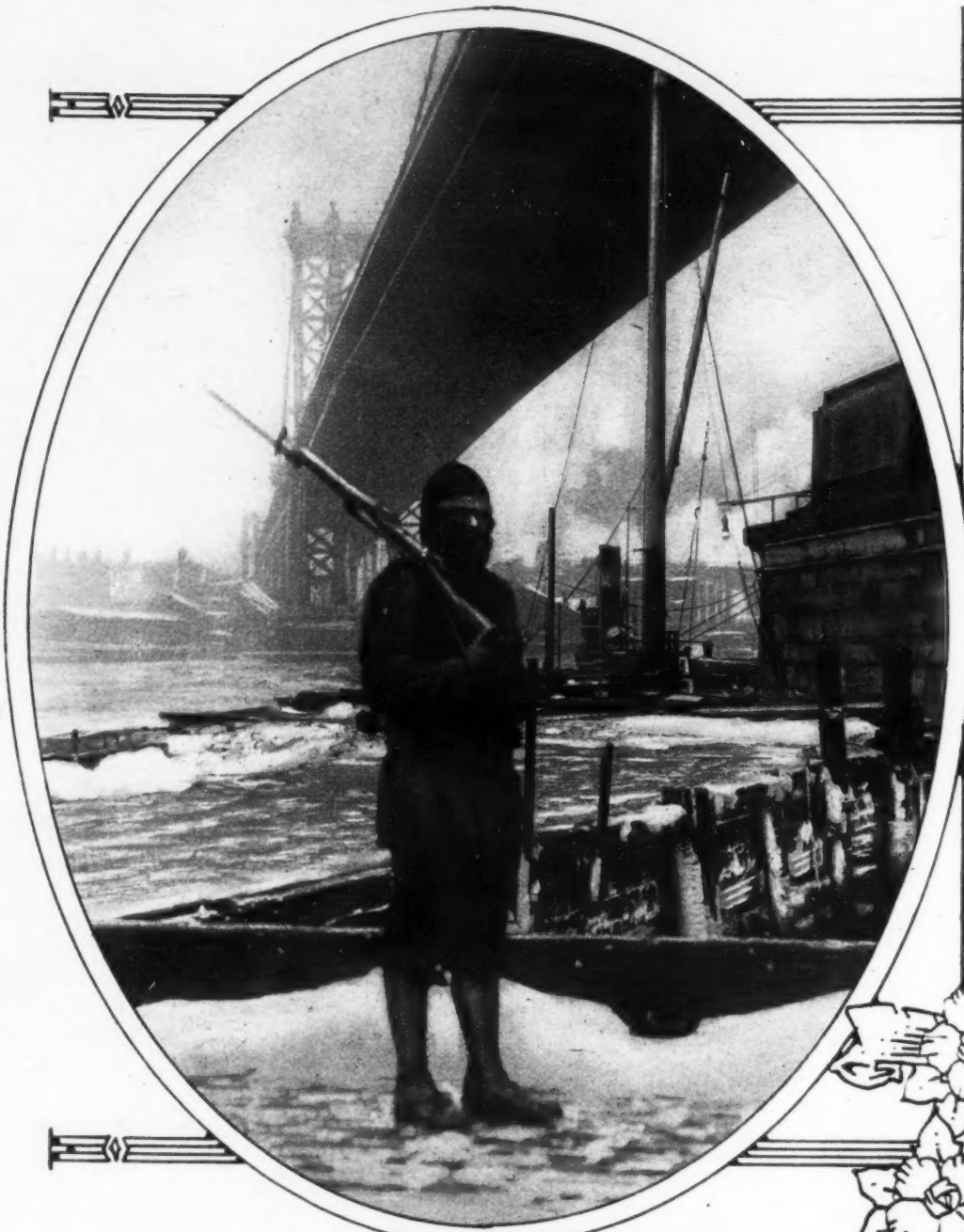
PRESIDENT WILSON ANNOUNCING TO CONGRESS THE BREAK WITH GERMANY



Historic Scene in the Hall of Representatives as the President Read to Congress in Joint Session His Address Announcing That Diplomatic Relations Had Been Severed. The Supreme Court, for the First Time in History, Attended the Joint Session in a Body and All the Members of the Cabinet Were Present.

(© G. V. Buck, from Underwood & Underwood.)

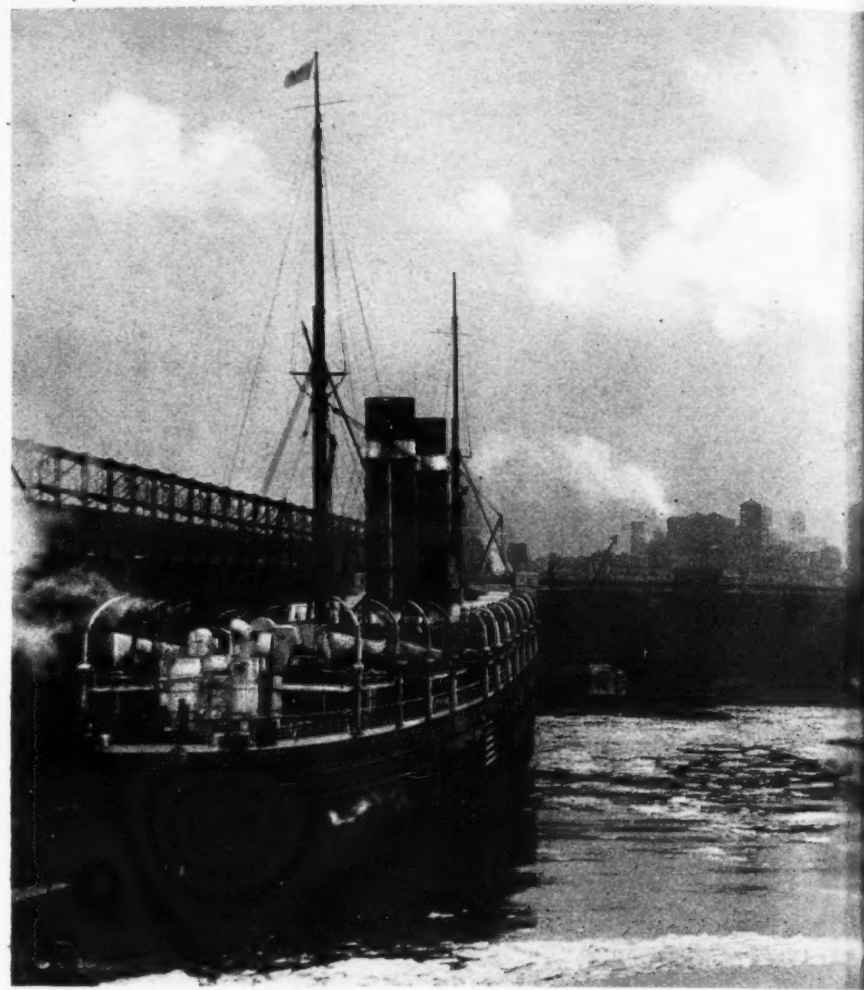
WARLIKE SCENES IN NEW YORK ATTEND



Immediately upon news of the break the authorities took extraordinary precautions to protect the great bridges of New York. This naval militiaman is guarding one of the piers of the Manhattan Bridge.
(Photo American Press Assn.)



The forts guarding New York Harbor were barred to visitors and the usual guard doubled. The picture shows coast artillerymen in Winter uniform patrolling the entrance to Fort Hamilton.
(Photo Central News Service.)

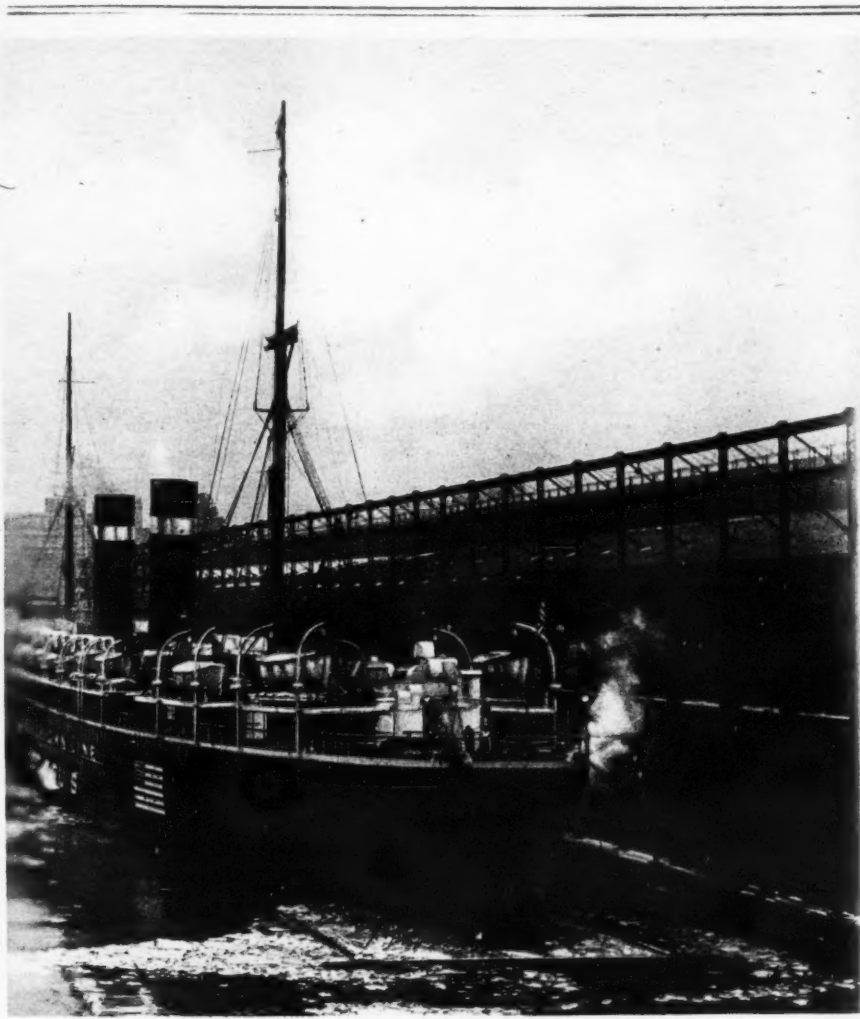


The American liners St. Paul and St. Louis held at their piers at Chelsea Docks for fear of German submarines.
(Photo Bain News Service.)



New York City's water supply guarded by city police. This shows part of the police guard about the big reservoir in Central Park.
(Photo International F. S.)

BREAKING OF RELATIONS WITH GERMANY



The St. Paul arrived just in time to escape the new U-boat warfare and the sailing of the St. Louis was postponed.



New York saw military guards over its public utilities for the first time since the Spanish-American war. These naval militiamen with a machine gun are guarding Brooklyn Bridge.

(Photo Kadel & Herbert.)

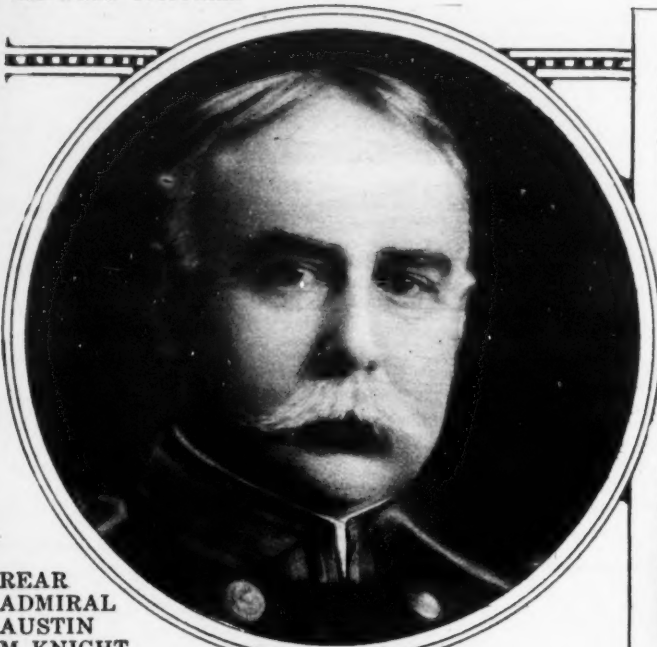


Exceptional precautions were also taken to protect the new Ashokan Reservoir and Aqueduct, the First and Tenth N. Y. Regiments being called into service.



Naval militiamen questioning a pedestrian at the Williamsburg Bridge. A driving snowstorm and intense cold on the second day of their service gave the citizen soldiers a touch of real campaigning.

(© American Press Assn.)



REAR
ADMIRAL
AUSTIN
M. KNIGHT,
President
Naval
War
College.

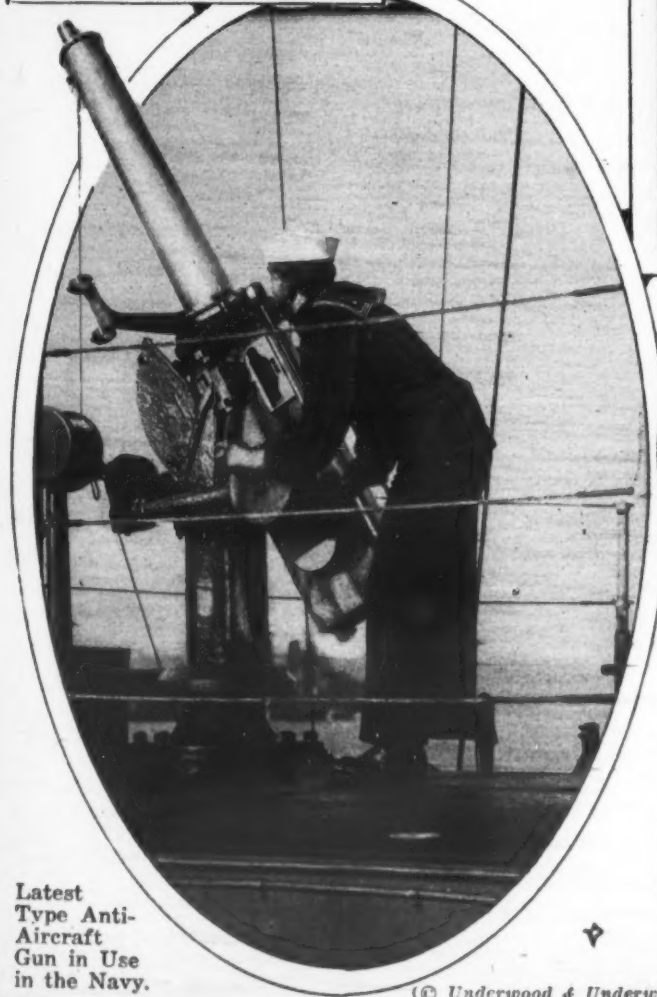


(© E. Muller, Jr.)

REAR
ADMIRAL
C. J. BADGER,
U. S. N., Navy General Board.



REAR ADMIRAL
FRANK F.
FLETCHER,
U. S. N.,
Navy General Board.
(Photo by Pach.)



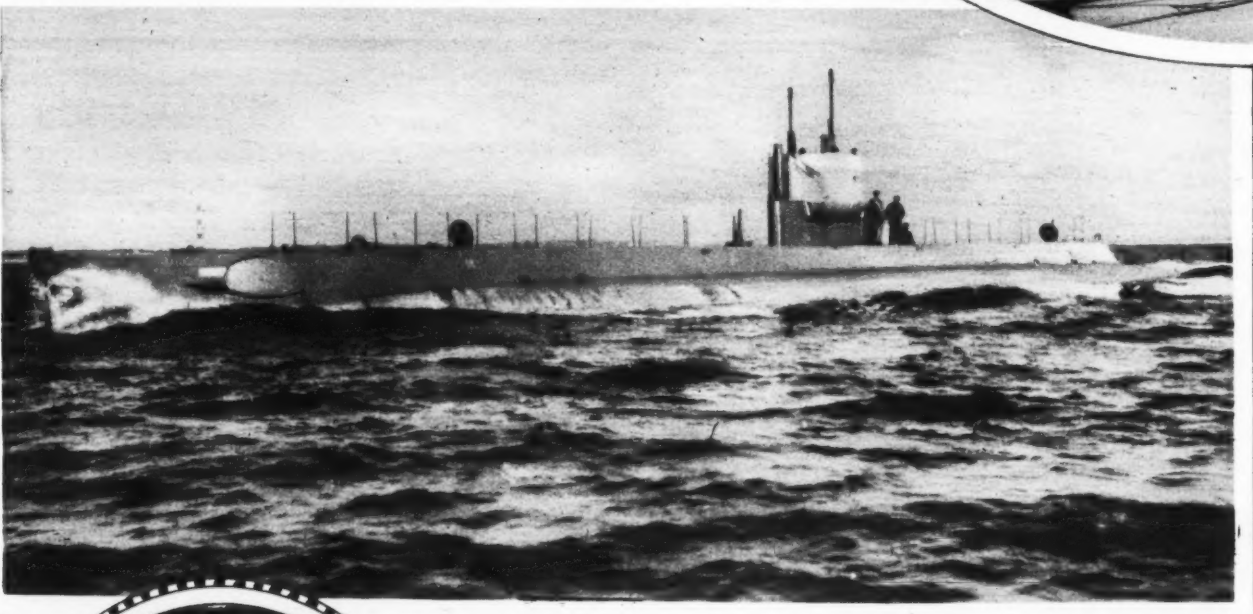
Latest
Type Anti-
Aircraft
Gun in Use
in the Navy.

(© Underwood & Underwood.)

FEATURES OF UNCLE SAM'S WHO ARE ORGANIZ-



Above—Torpedo Boat Destroyers Patrolling the Entrance to New York Harbor.



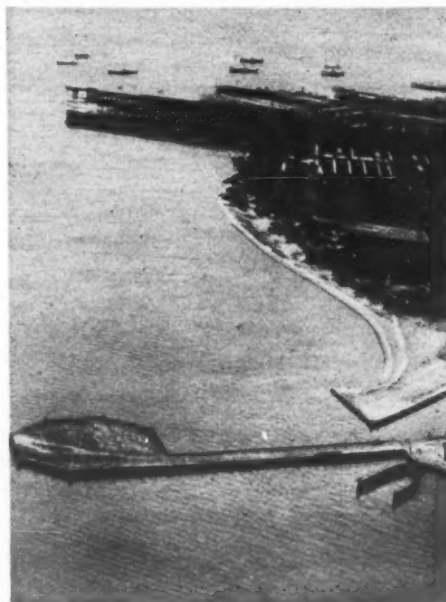
The Most Powerful
United States Subma-
rine, the M-1. She Has
a Cruising Radius of
6,000 Miles.

(Photo Underwood & Underwood.)



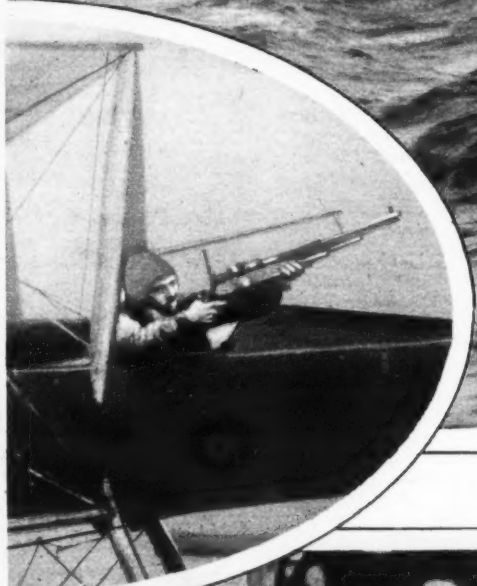
ADMIRAL W. S. BEN-
SON, U. S. N., Chief
of Naval Opera-
tions.

MAJOR GENERAL
GEORGE BARNETT, →
Commander U. S.
Marine Corps.



United States Army Aviation
Grounds at Newport News, photo-
graphed from an airplane.
(© F. J. Conway.)

DEFENSES AND MEN ING THEM FOR WAR



At the Left—The Latest Type Army Seaplane, Carrying Anti-Aircraft Gun.



MAJOR GENERAL HUGH L. SCOTT, U. S. A., Chief of Staff.



MAJOR GENERAL TASKER H. BLISS, Army General Staff.



MAJOR GENERAL E. M. WEAVER, Army General Staff, Chief of Coast Artillery.

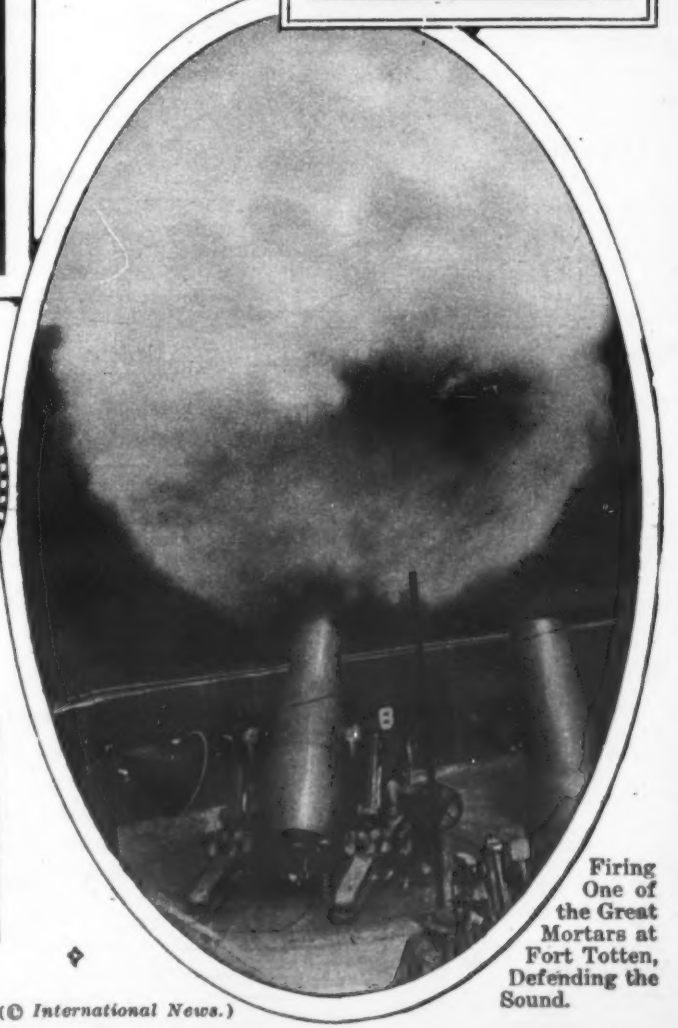


Work in All Munition Factories Speeded Up. Filling Anti-Aircraft Ammunition in a Factory in the Bronx.

(© International Film Service.)



MAJOR GENERAL FRED FUNSTON, U. S. A.
MAJOR GENERAL LEONARD WOOD, U.S.A.
(© U. & U.)



Firing One of the Great Mortars at Fort Totten, Defending the Sound.

(© International News.)

Aviation
ws, photo-
e. J. Conway.

Congress Has at Last Shown a Willingness to Develop the Aviation Arm of the Service.
(From Central News Service.)

RIGOROUS WINTER ADDS ITS SUFFERINGS



Ambulances tied up by heavy snow in a German Red Cross field hospital in East Galicia.

(Photo, Press Illustrating Service.)



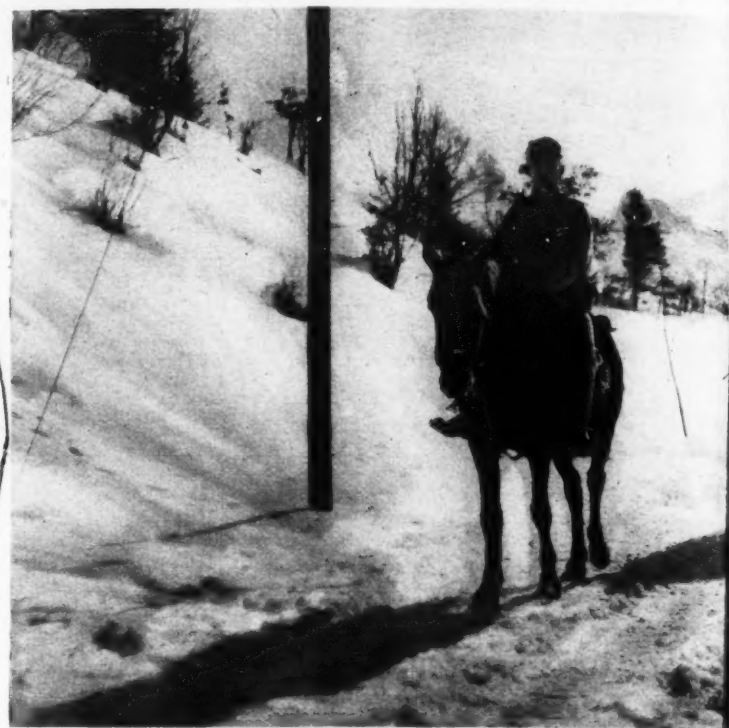
An Austrian patrol in East Galicia deployed into skirmish line in the snow on approach of Russian troops.

(Photo, Press Illustrating Service.)

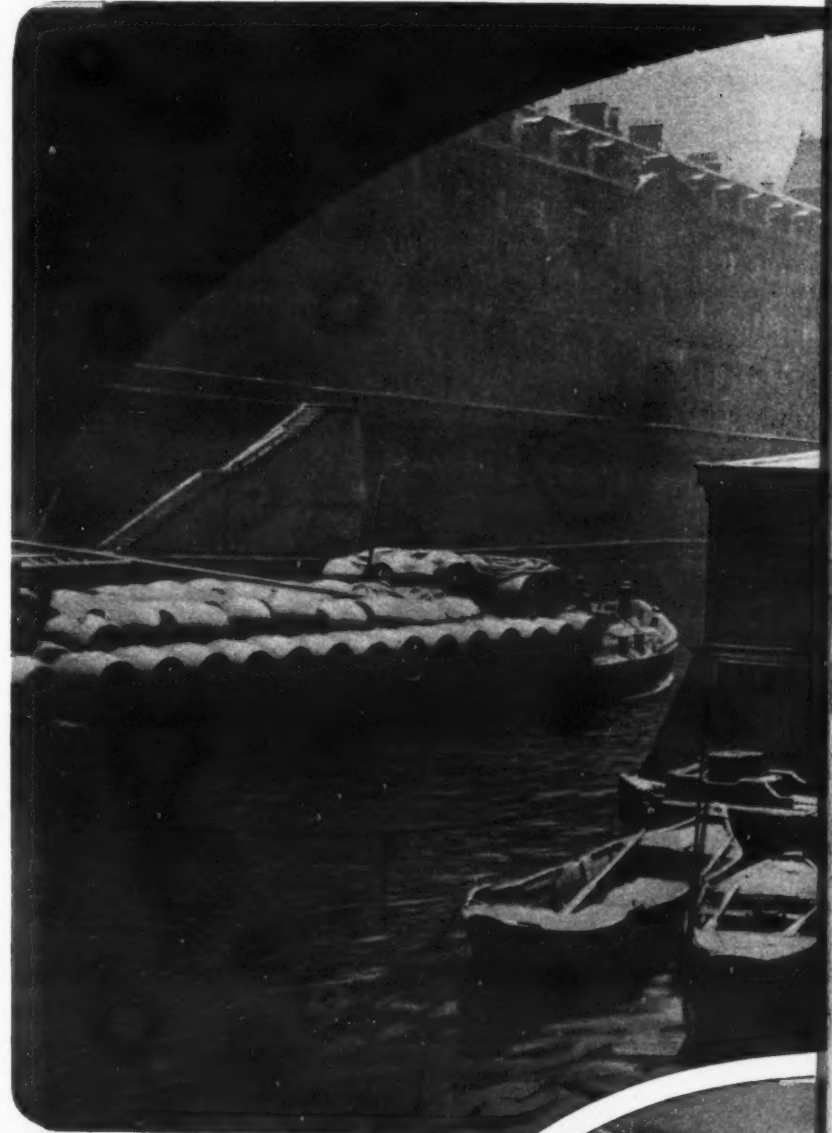


Milan, Italy, during the first snowfall in the memory of its oldest inhabitant

(Photo, Underwood & Underwood.)



A German provision train under convoy in the Vosges.



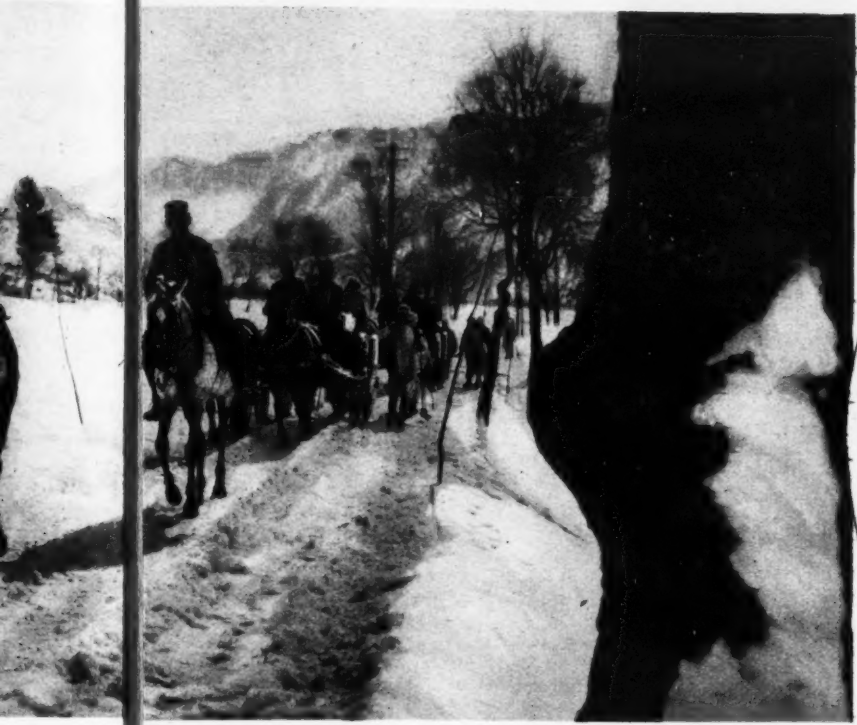
Paris under a blanket of snow.

The most severe Winter in many years is reported from all sections in Europe. It is as if nature sought to try the inhabitants of the warring countries to the limit of endurance. Germany has been the greatest sufferer, all records for cold weather being broken in a Winter of food and coal shortage. Berlin, a few days ago, reported 17 degrees below zero, and Potsdam 26 below. Paris, in the midst of a coal famine, has been buried under the heaviest snow



Swiss soldiers manoeuvring on witz on skis in the Alps.

INGS TO THE HORRORS OF WAR IN EUROPE



Vosges.

Provisioning the line is a difficult problem in the Winter.

(Photo, Press Illustrating Service.)



Austrians holding a fortified position in the Carpathians, where many soldiers have frozen to death.

(© Brown & Dawson.)



Viewed from under one of the Seine bridges.

(Photo, American Press Assn.)



euving on Switzerland is kept constantly on the alert to protect her neutrality.

in years, and even Milan, Italy, experienced a heavy snow, almost an unheard-of thing there. In the Carpathians and in Galicia the sufferings of the soldiers have been terrible, many being frozen to death, and on the Western front the ambulances have been busy with cases of frozen hands and feet. On all the European fronts, particularly in the Vosges and on the Russian line, unprecedented snowstorms have seriously impeded the work of provisioning the troops.



American Ambulance, Richard Norton Section, bringing in men with frozen feet at Verdun.



The Boulevard in Paris during the heaviest snowstorm the French capital has seen in years.

(Photo, American Press Assn.)

Neutral Diplomats Facing War's Most Acute Crisis



JONKHEER J. LOUDON,
Foreign Minister of Holland.

(Bain News Service.)

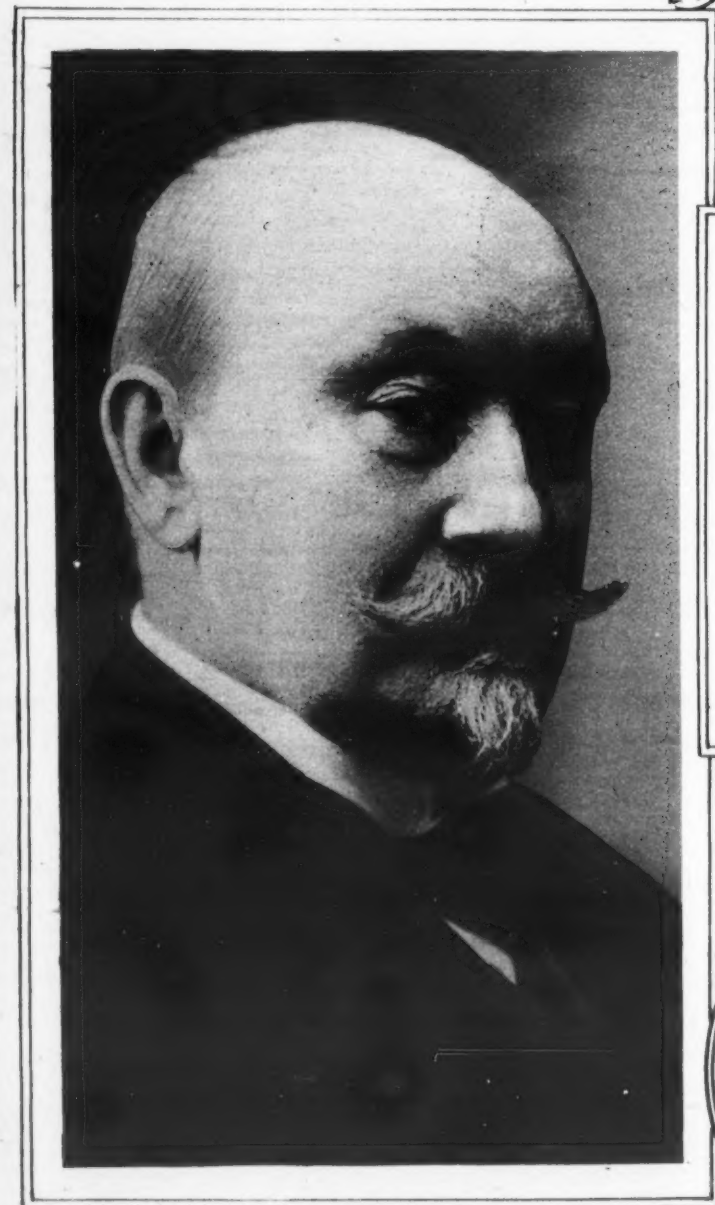


ROBERT LANSING,
Secretary of State of the
United States.

(© American Press Assn.)



DR. LAURO MULLER,
Foreign Minister of Brazil.



NILS CLAUS IHLEN,
Foreign Minister of Norway.
(Bain News Service.)



COUNT ROMANONES,
Prime Minister of Spain.



◆ KNUT HAMMARSKJOLD, ◆
Prime Minister of Sweden.



C. TH. ZAHLE,
Prime Minister of Denmark.
(Bain News Service.)

Behind the Lines at Verdun

Photographed by a Member
of the American Ambulance



FRENCH TROOPS RETURNING FROM FIRST LINE AFTER THE REPULSE OF THE GERMAN ATTACK ON HILL NO. 304.



Wine for the men on the first line. A regular service of wine is a policy of the French much appreciated by the "poilus." This cask, hauled by two heavy draft horses hitched tandem, is going forward from the supply base.



Panorama of the hills north of Verdun taken during bombardment by the Germans. The hill on the left horizon is Cote de Poivre, in the centre is Froid Terre, and on the right Douaumont. The casern of Thierville is in the foreground.

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LOST IN THE WORLD WAR—AN INCIDENT OF THE



THESE THREE "POILUS," DAZED AFTER A WEEK IN THE FIRST LINE TRENCHES, HAVE LOST THEIR WAY TO THEIR CANTONMENT AND ARE BEING DIRECTED BY A PEASANT, WHO STILL CLINGS TO HIS SHELL-BAT-

(Photo from Brown)

THURSDAY,
FEBRUARY 15, 1917.

THE RECENT GERMAN ATTACK ON THE VERDUN SECTOR

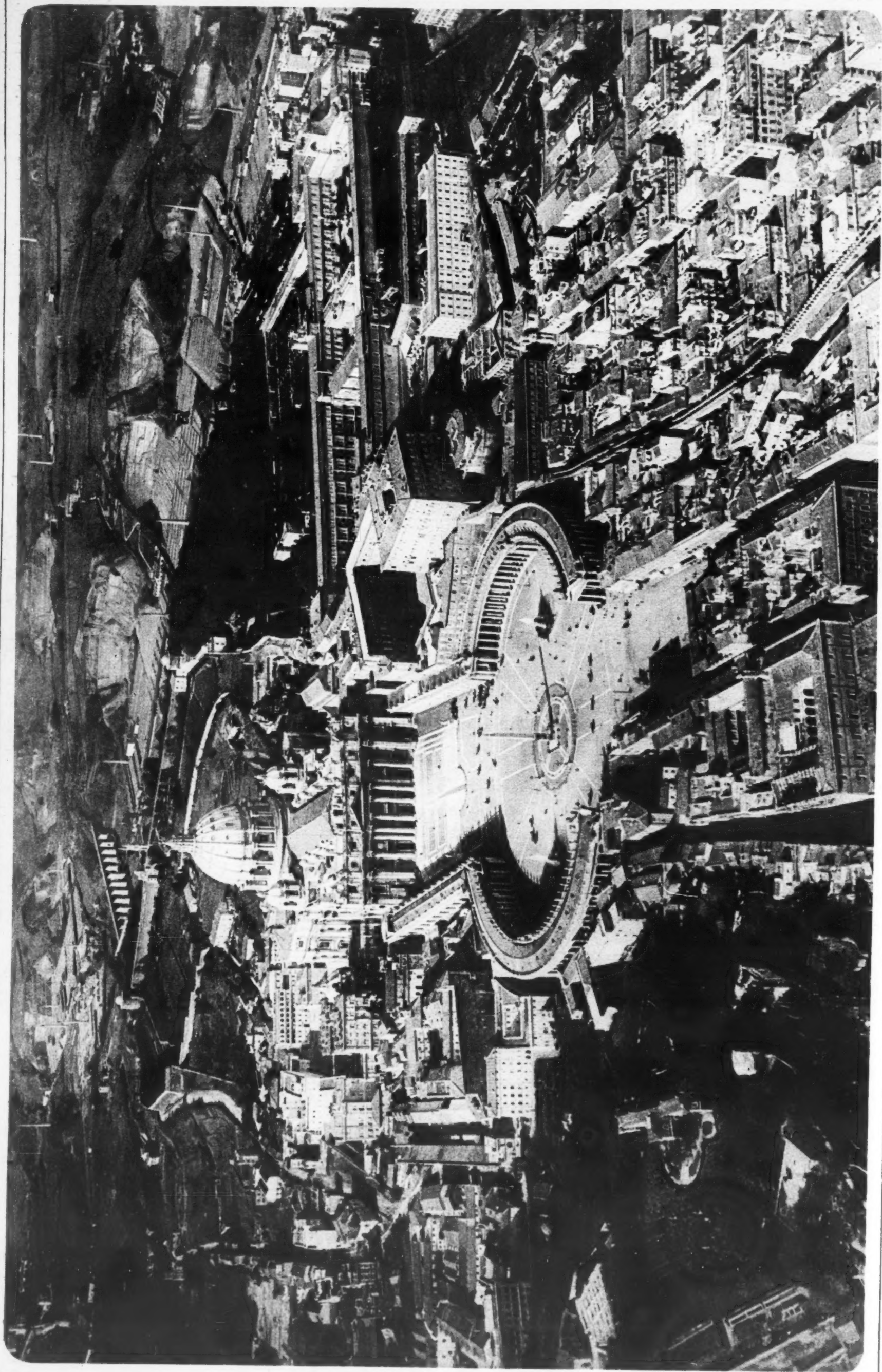


THEIR WAY THERED HOME. THE RETURN FROM THE FRONT IS AN EPOCH IN THE "POILU'S" LIFE. FOR THE TIME HE IS OUT
ELL-BAT- OF THE CARNIVAL OF DEATH, BUT AFTER HIS TERM OF REST HE ALWAYS IS READY TO GO BACK.

Photo from Brown & Dawson.



ST. PETER'S AT ROME AS VIEWED FROM AN AIRPLANE



This, the most remarkable photograph of St. Peter's ever made, shows the famous basilica as viewed from a point over the Tiber looking west. In the central foreground is the great elliptical court, the Piazza di San Pietro, in the centre of which stands the great obelisk brought originally from Heliopolis by Caligula. At the juncture on the right of the piazza and the rectangular court of St. Peter's is the entrance to the Vatican, and immediately behind the Vatican and extending almost to the extreme right of the picture is the Pontifical Palace, an elongated rectangle inclosing three courts.

(Photo, Underwood & Underwood.)

War's Burden Heavy on France's Civil Population



How France is mobilizing its women workers. These women are answering morning roll call at a Paris barracks. They are then assigned to work that frees men for the front.

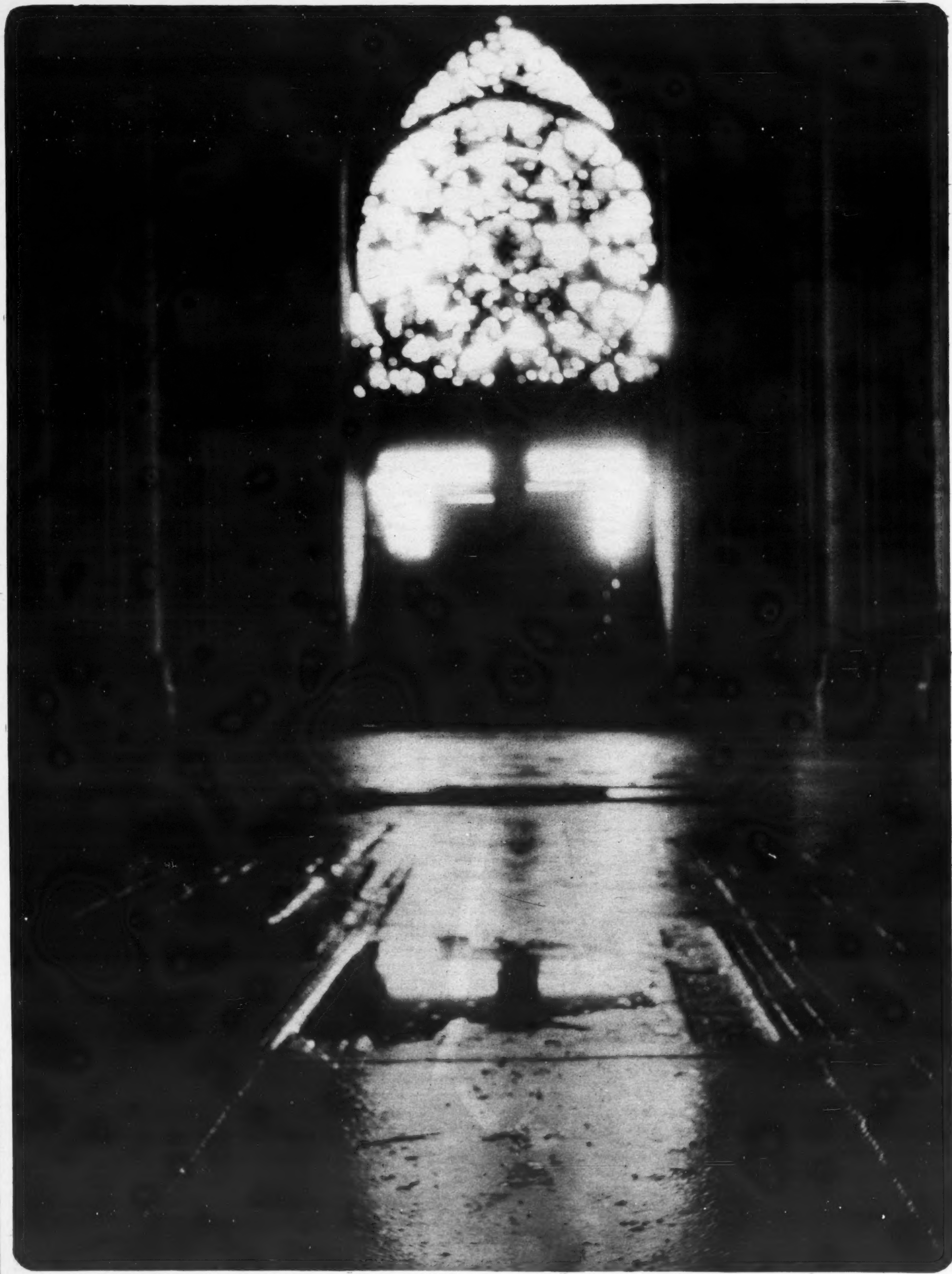
(© International Film Service.)



Back in France after being held prisoners in Germany. Civilians from the conquered northern provinces who have been returned home by way of Geneva, at the railroad station at Annecy, just over the border.

(Photo Press Illustrating Service.)

The Present Condition of Rheims Cathedral After

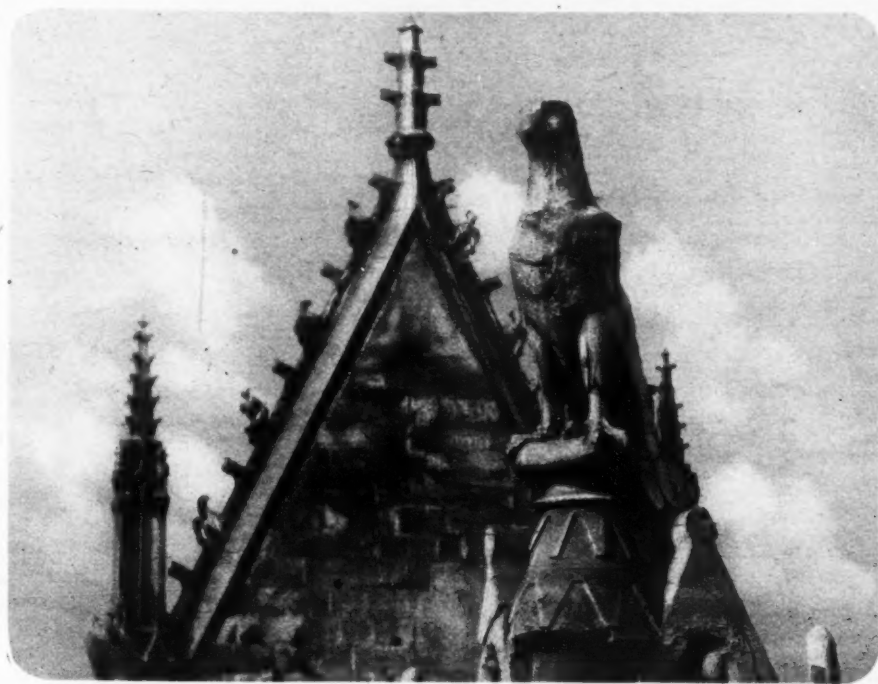


THE MAIN AISLE, FLOODED WITH WATER WHICH HAS COME IN THROUGH THE MANY SHELL HOLES IN THE ROOF. THIS VIEW WAS TAKEN FROM THE ALTAR, LOOKING WEST.

After Successive Bombardment by the Germans

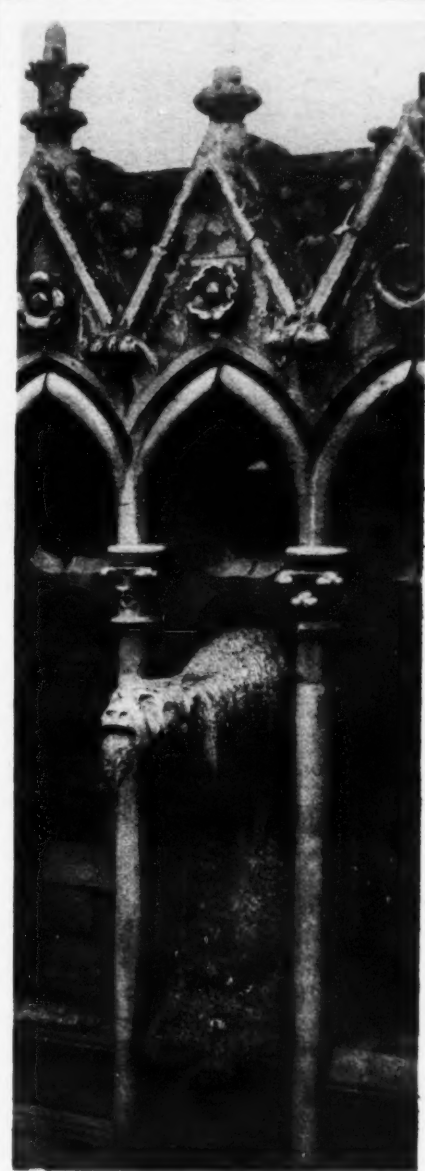


One of the sculptured figures, showing effect of calcination from the fire.



The Eagle of Rheims, untouched by fire and the storm of shells, haughtily surveys the ruin.

Whitney Warren, the well-known New York architect, who first gave to America a detailed report on the damage to the Cathedral of Rheims, recently returned from an eight months' visit to France with data for a supplementary report on the present condition of the historic pile. Mr. Warren took many photographs of details of the cathedral, some of which are reproduced on these pages. According to Mr. Warren's investigation over 60,000 shells have fallen on the cathedral and the town since the beginning of the war. Last Fall 1,260 shells struck the edifice during one bombardment. The calcination of the stone, due to the burning of the roof in the shelling of Sept. 19, 1914, has proceeded rapidly, and the ruin of the most of the fine sculptured figures, Mr. Warren finds, is complete. Water also has penetrated all parts of the cathedral as through a sieve, and unless a temporary roof is provided the ancient vaults are threatened with complete destruction. All that can be hoped for now, says Mr. Warren, is to preserve the carcass of the cathedral as an interesting, but pathetic, ruin.



One of the gargoyles covered with melted lead which dripped from the burning roof.



VIEW S THE FAMOUS BELLS, WHICH BROKE FROM THEIR ANCHORAGE DURING THE FIRE AND DROPPED THROUGH TO THE FLOOR. NOTE THE IRON FASTENINGS THAT PULLED FROM THE BURNED WOOD.

England's Mediterranean Necklace

By Charles Johnston

GIBRALTAR is the nearer end of the chaplet of powerfully fortified naval bases by which England dominates the Mediterranean. The further end of the chain is well outside the Mediterranean, even outside the Red Sea, at Aden, in the throat of a huge volcano. G'braltar has a special interest for this country, because it came to England, just over two centuries ago, at the same time as Newfoundland and Nova Scotia; it was captured by two redoubtable British sea dogs, Sir George Rooke and Sir Cloudesley Shovell, the latter being shipwrecked on the Scilly Islands and finding a last resting place in Westminster Abbey.

Gibraltar is a magnificent spectacle, one of the most picturesque in the world; a huge gray rock, like the back of a kneeling camel, rising from the clear blue of the sea, with Africa a faint blue cloud on the southern horizon. The immense rock is furrowed by galleries, within which lurk rows of long-range guns, whose noses peep out through little loopholes in the rock. Underneath lies the town, with its antique Moorish tower, its vividly Oriental air, its wonderful fruit market under Moorish arches, in which are heaped up the gorgeously exotic fruits of Africa and Spain, their vendors being swarthy Spaniards or Italians or stately Moors from across the Straits.

But the oldest inhabitants, the true aborigines of the Rock, are rarely seen, though they dwarf in antiquity by countless milleniums the Moors and Spaniards, the older Cathaginians or even the Iberians; they were there before European history began; nay, before Europe was separated from Africa—before the streak of blue water cut its way through the straits, in the days when one could walk dryshod from Mount Atlas into Spain. Their lineal

descendants are still there, wordless and pathetic, having no part in the government of the colony, though their territorial rights are jealously preserved. They are—the Barbary apes, the only members of the monkey family now indigenous to Europe.

Minorca, one of the Balearic Isles, between Spain and Sardinia, came into England's hands at the same time as Gibraltar, as the second link of the chain, but it has since been given back to France.

The second link is now Malta, under the southeast corner of Sicily, with its companion islands, Gozo and Comino. Malta fell into Britain's hands just a century after Gibraltar. She gained Gibraltar by the peace of Utrecht in 1713; Malta, by the peace of Paris, in 1814.

The three islands together, with an area of some 120 square miles, have a dense population, a quarter of a million, one in every ten being a British soldier or marine. And, while Gibraltar is a Crown Colony, less than two square miles in area, Malta is a sturdy little commonwealth, which chooses its own Legislature, though the Governor is appointed by the home authorities. Its present Governor is Field Marshal Lord Methuen, who won distinction in the South African war. Oddly enough, his salary is smaller by \$5,000 a year than that of Lieut. Gen. Sir Herbert Miles, who presides over the destinies of Gibraltar's diminutive territory.

The Harbor of Valetta, fine as it, has proved itself much too small for the needs of the British Mediterranean fleet, and eight years ago, a new breakwater was constructed, to take in and shelter a wider square of sea, within which British battleships can safely lie at anchor.

Malta, too, has its antiquities, though

far less venerable than those already described on the backbone of the Rock; a native population speaking, in part, Arabic; an ancient deposit of the great days when, as it seemed, the people of Mahommed were destined to dominate the world. But most of the natives speak Italian, and Italian is the official language of the law courts; for England, here, as throughout so much of her wide empire, carefully preserves both native tongues and native laws.

The great event, besides the coming and going of warships, which stirs the life both of Gibraltar and Malta, is the arrival of the big Indian and Australian liners, to drop and pick up mails, and to give their passengers a few hours' run on dry land, with a chance, which they nearly all take, to buy cu-

rios and oddities, fruits and laces, from the enterprising inhabitants, who largely live upon their gains from these happy visitors.

Let us say that such a liner is outward bound, for those regions "east of Suez," of which Rudyard Kipling sings. A few hours after weighing anchor at Valetta, they swing past, through Adriatic gales, under the lee of Crete, famous now for producing Eleuterios Venizelos, the great rival of King Constantine of Greece. And, when the wine-colored mountains of Candia have sunk behind the stern, Port Said presently comes into view, the north gate of the great Suez Canal, the third link in England's necklace.

There was, apparently, some kind of waterway from the Mediterranean to the Red Sea in the Pharaohs' days. In the early Middle Ages the silks and spices of the Orient found their way across the isthmus by caravan, and to the fact that the Moslems blocked this camel route with their conquering armies, and the consequent need of finding another way to get to India, was due the effort of Columbus, which resulted in an unexpected discovery, in October, 1492.

A gallant Portuguese, Vasco da Gama, six years later found the real way to India, round South Africa, and this remained the high road for nearly four centuries, until a Frenchman of genius, Ferdinand de Lesseps, first dreamed and then dug the canal across the Isthmus of Suez, which was opened for navigation on Nov. 17, 1869.

By the shrewd foresight of Benjamin Disraeli, in 1875, a controlling interest in the canal was bought for England from the Egyptian Government, and it was primarily the necessity of safeguarding this investment and with it the road to India that kept England in



ENTRANCE TO THE SUEZ CANAL AT PORT SAID, WITH THE STATUE OF FERDINAND DE LESSEPS, THE BUILDER OF THE CANAL.

(© Brown & Dawson.)



Above—The Defenses of Malta, which were started by the Knights of Malta in 1530.
(© Brown & Dawson.)

Egypt in the years that followed, until today Egypt is almost as completely a part of the British Empire as is India herself.

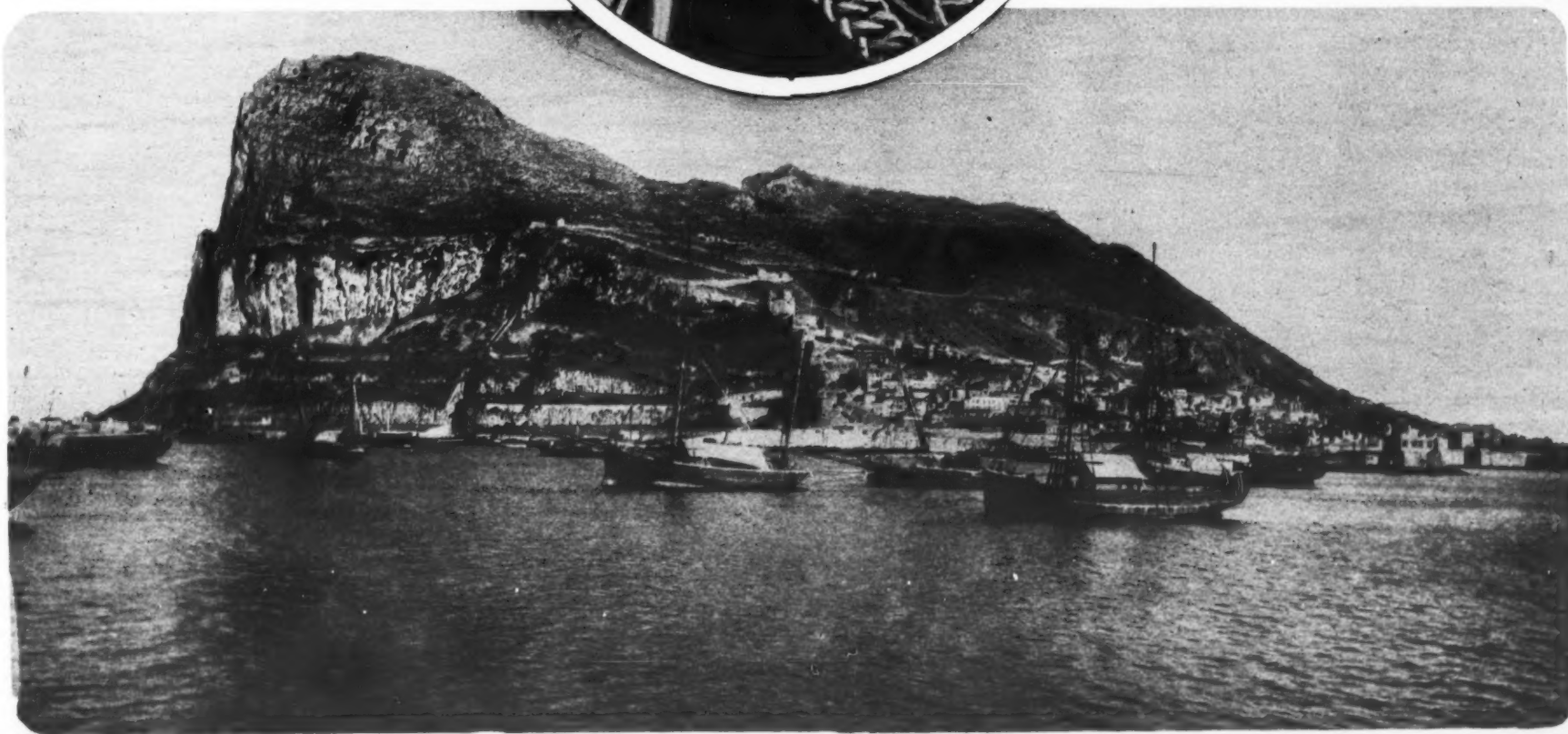
Further to guard the Suez Canal Disraeli bargained with Turkey for Cyprus just before the Berlin Treaty was signed in the Summer of 1878, as the reward for the effective way in which England had saved Constantinople from the armies of Russia, led by the father of the present Grand Duke Nicholas. England has since completely changed her policy; she is more than willing to see the Czar at Stamboul, and Cyprus she offered, without success, in an effort to bring King Constantine into the war on the Entente side.



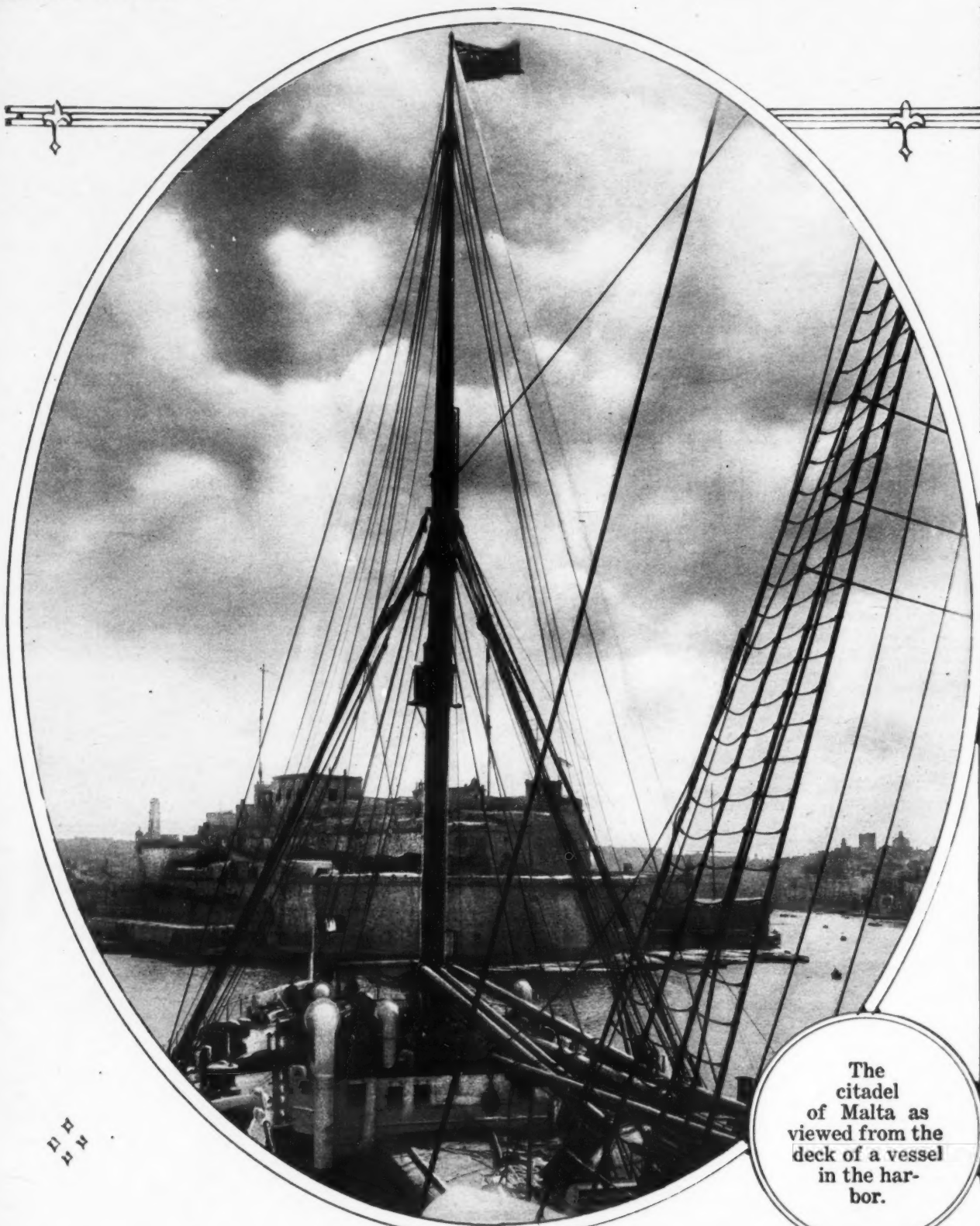
At the left—Field Marshal Lord Methuen, hero of the Boer War and Governor of Malta.
(Photo, Central News Photo Service.)

The Suez Canal is just over twice the length of the Panama Canal, also a dream of Lesseps, namely, 103 miles long, as against fifty, and from wildly exotic Port Said, which is a hive of many-colored races, the long, narrow waterway runs south through red desert, over which mirages flit, while solemn Arab Sheiks, mounted on no less solemn camels, make their way along its banks.

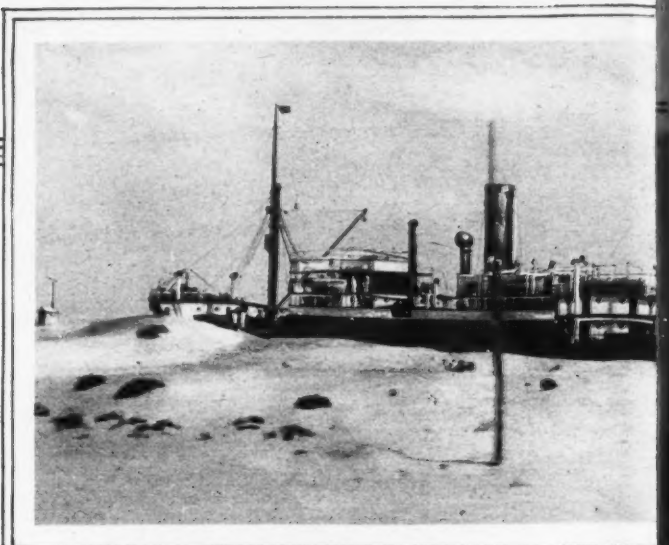
At Suez, the south end of the canal, one comes out into the Red Sea—the bluest bit of water on the globe, though the mountains that fringe it are magnificently red, blazing under a vertical sun. The rocks, not the water, gave the Red Sea its traditional name.



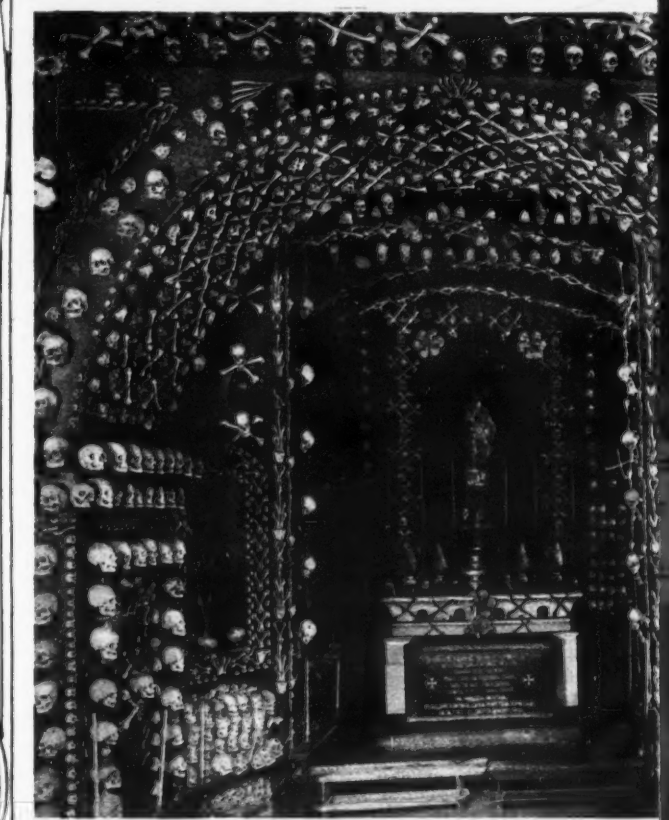
The Rock of Gibraltar. It was the northern of the Pillars of Hercules, marked with silver columns by the Phoenicians as the limit of navigation. The rock is $2\frac{3}{4}$ miles long, three-fourths of a mile wide and 1,439 feet high. It has been a fortress since the Arabs garrisoned it in 711 A. D.
(© Brown & Dawson.)



The
citadel
of Malta as
viewed from the
deck of a vessel
in the har-
bor.



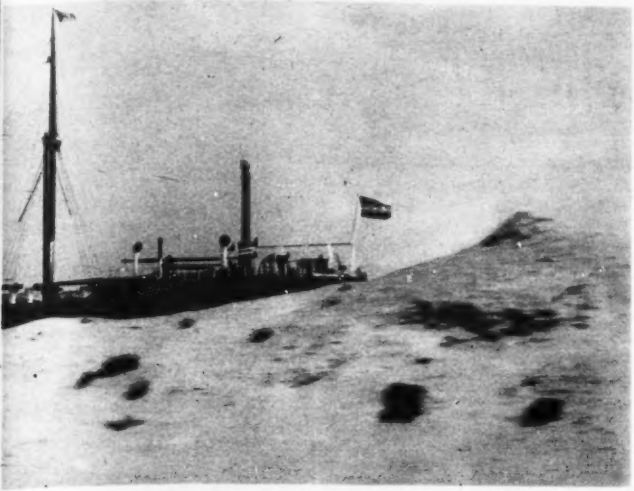
"A Ship of the Desert." A remarkable photo-
graph of a vessel passing through the Suez Canal.



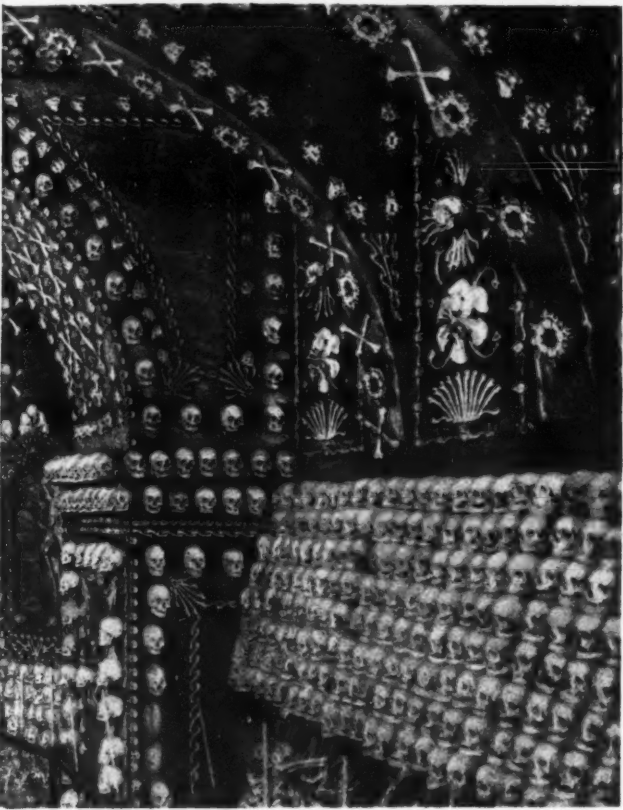
One of the sights of Malta. The chapel beneath
the Church of the Knights of Malta that dates
back to the Crusades.



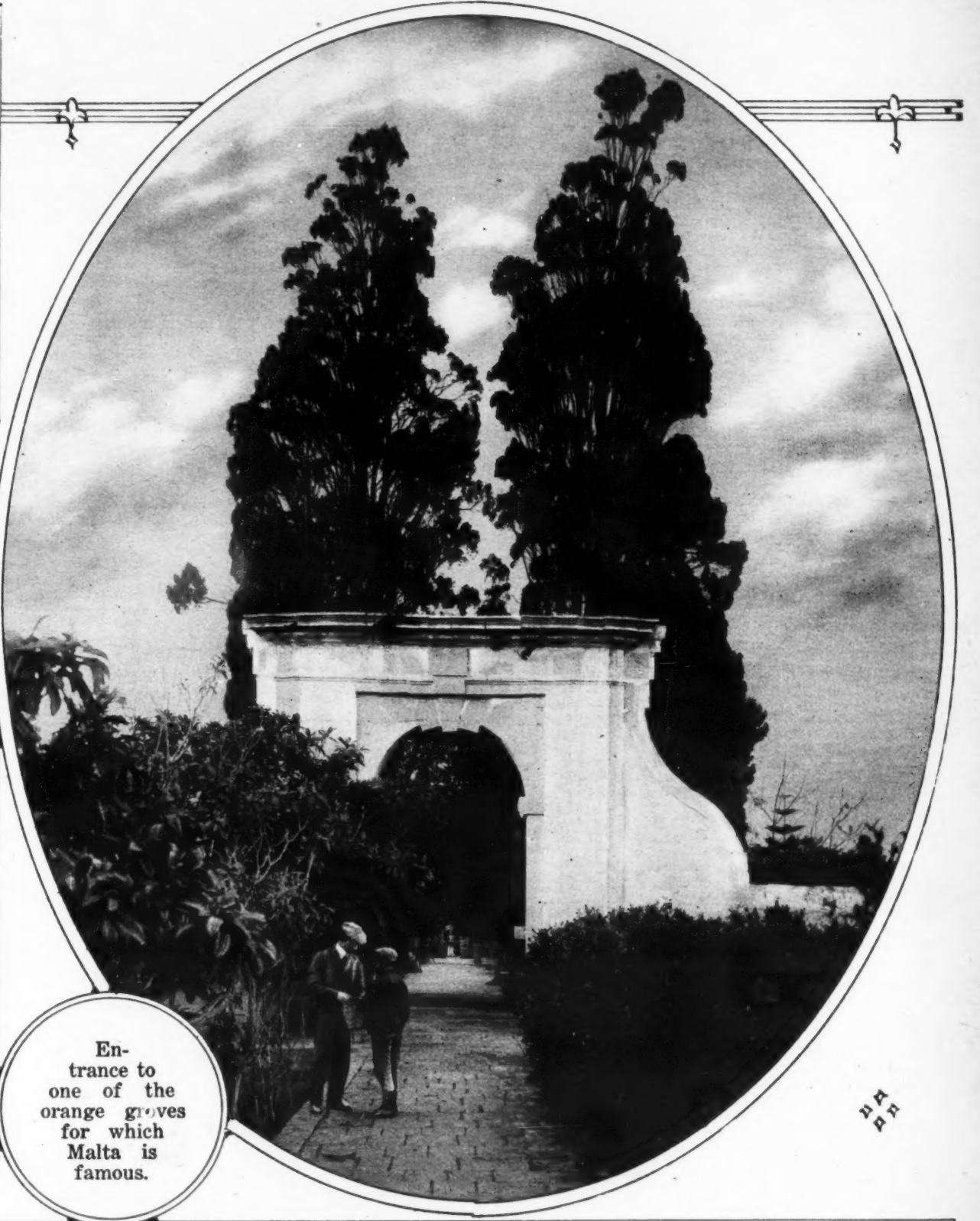
The Oriental section of Port Said, the world's most
cosmopolitan highway in the world's wickedest city.



This shows the canal as it appears from the train windows on the Cairo to Port Said Railroad.



The decorations are formed of the skulls and bones of Crusaders who fell fighting for the Cross.



En-
trance to
one of the
orange groves
for which
Malta is
famous.

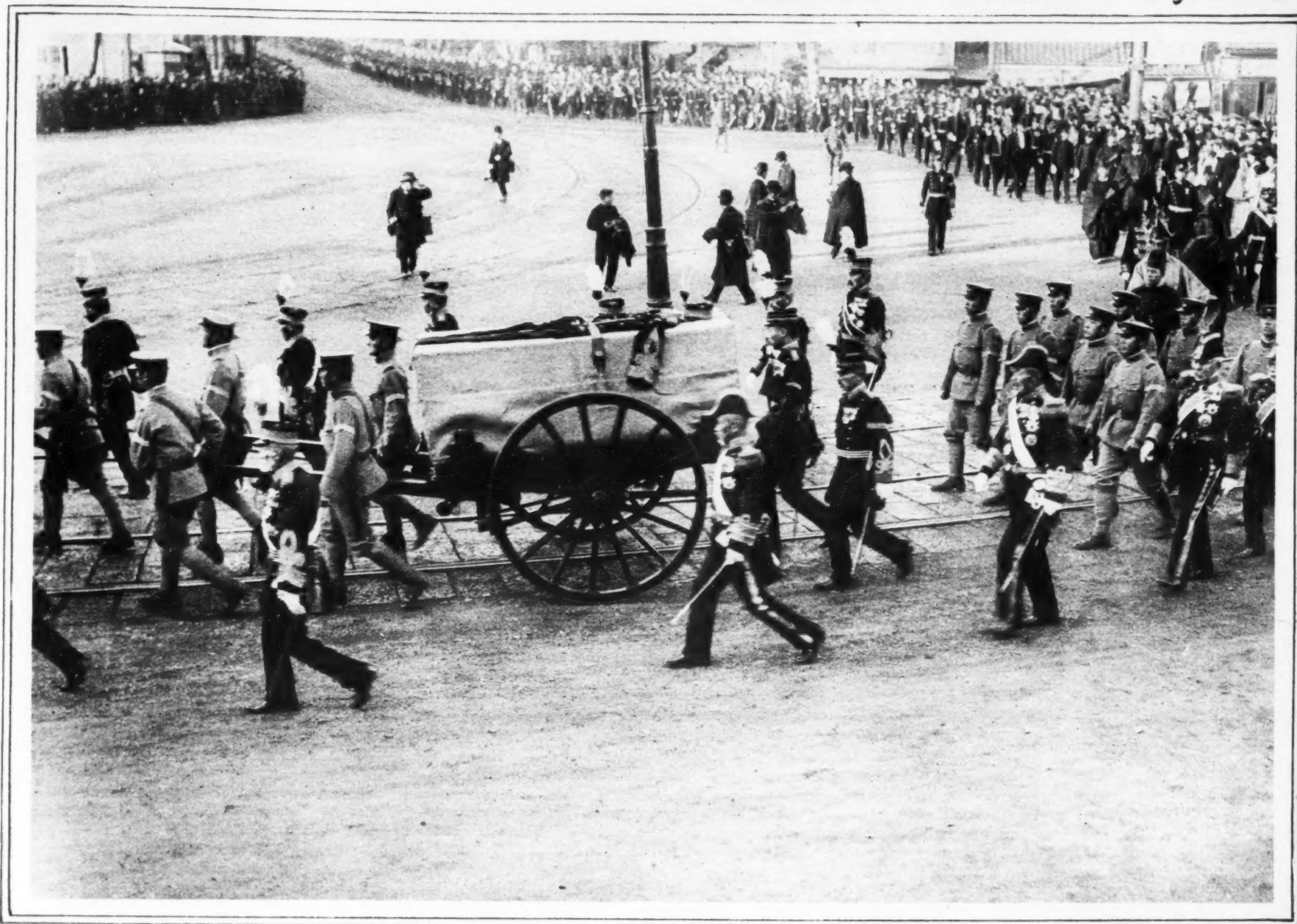


The harbor at Port Said, showing the entrance to the canal, looking out into the Mediterranean Sea.



THE HARBOR OF VALETTA AT MALTA, SHOWING THE LINE OF POWERFUL BRITISH FORTS GUARDING IT.
(© Brown & Davidson.)

Japan Pays Final Honor to Marshal Prince Oyama



THE BODY OF JAPAN'S FAMOUS SOLDIER AND STATESMAN BEING BORNE ON A GUN CAISSON THROUGH THE STREETS OF TOKIO.



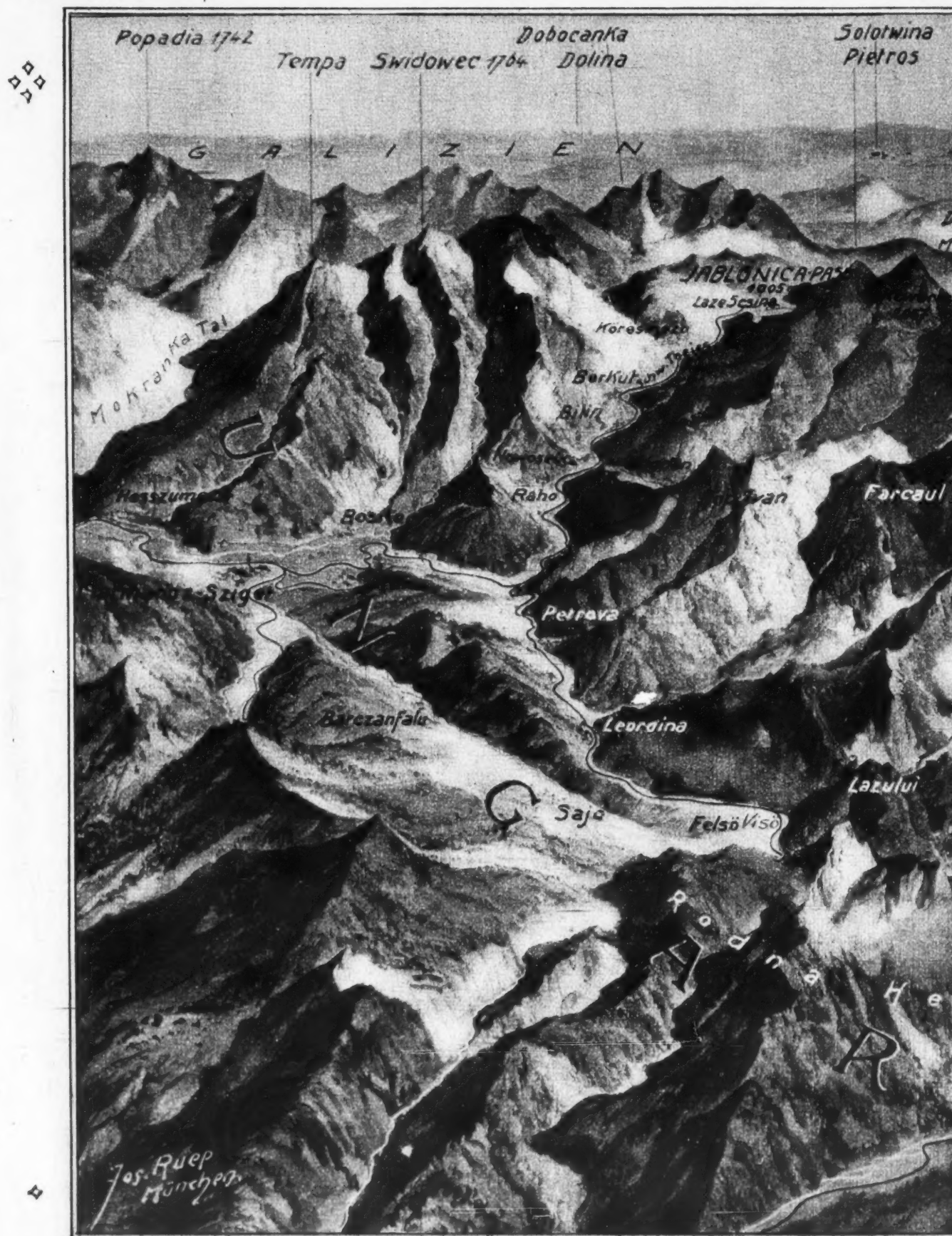
Lieutenant Oyama, the Prince's son, Princess Oyama, the widow, and Baroness Ide, wife of Lieutenant Oyama, at the state funeral. ♦



Marshal Prince Yamagata, Marquis Matsukata, and Count Terauchi, Premier of Japan, at the funeral.

(Photos by Central News Service.)

SCENE OF THE RECENT RUSSIAN CAMPAIGN



The above profile map shows the extremely difficult character of the terrain over which the Czar's forces to Kimpolung and Jakobeny, (shown in the lower left-hand corner,) the Russo-German sides suffered incredible hardships, fighting in many places waist deep in snow.

RUSSIAN DRIVE IN BUKOWINA



DD
DD

The New York Times Mid-Week Pictorial, published every week by The New York Times Company, Times Square, New York. Subscription rate, \$1.25 for three months; \$5.00 for a year. Copyright, 1917, by The New York Times Company. Entered at the Post Office and with the Post Office Department of Canada as second-class matter.

which the Russians are conducting a Winter offensive in Bukowina. The first impetus of the drive (er,) the defenses of which were carried with the bayonet. The soldiers on both the Russian and Aus-

(© Illustrierte Zeitung.)